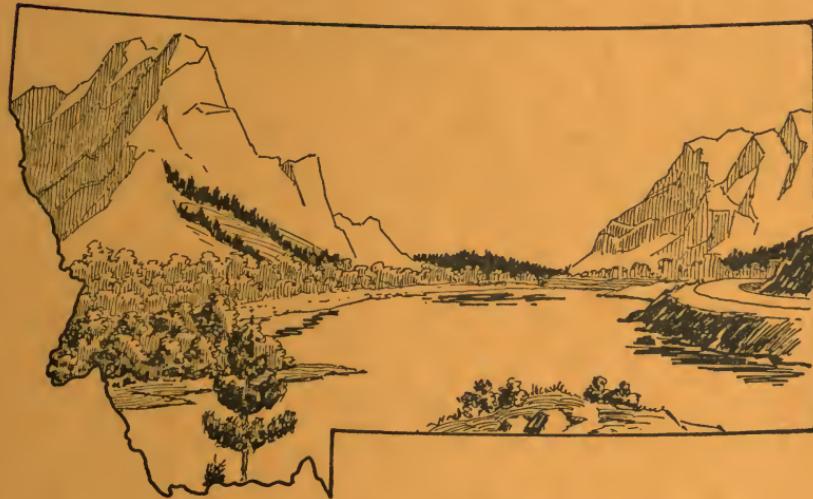


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# PLEASE RETURN YOUR



## STATE HIGHWAYS

Interstate  
Primary  
Secondary  
Urban



An Integrated System  
of 10,806 miles STATE DOCUMENTS COLLECTION

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**STATE HIGHWAY COMMISSION  
Helena, Montana**

To the People of Montana:

The State Highway Commission is the agency through which Montana participates in the Federal Aid highway program. In this booklet we wish to outline how this program affects Montana, and national and state laws under which your highway department operates.

Although a 1956 congressional act puts major emphasis on the "national system of interstate and defense highways, of which Montana has 1,236 designated miles, the basic primary system, secondary system, and urban or municipal construction are not being neglected.

Because of the great interest in the interstate system, this booklet undertakes to answer specific questions, particularly as to standards, routing, and right-of-way requirements.

Sincerely,

*Harry L. Burns,  
Chairman*

*L. V. Swanson,  
Vice Chairman*

*S. N. Halvorson  
Roy L. Sorrells  
Otis S. Waters*



# There Are Three Categories Of Federal Aid Highways

INTERSTATE

PRIMARY

SECONDARY

Interstate roads, though built to higher standards and designed for possible use for national defense, are part of the primary system.

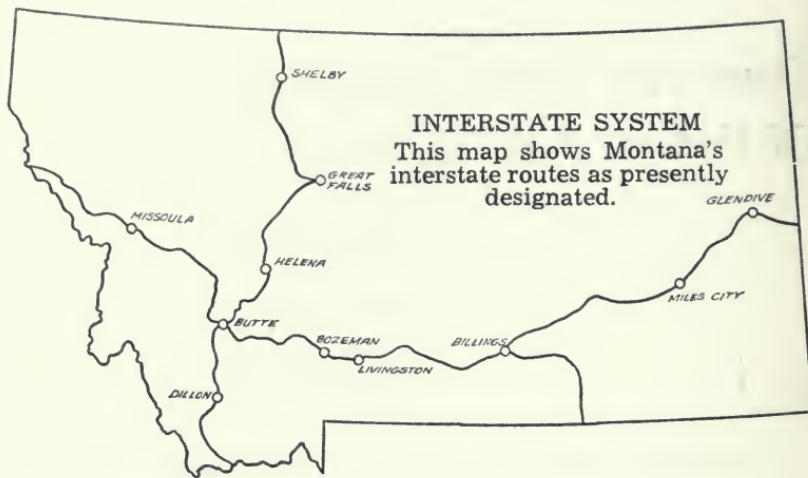
In the survey, routing and design of all Federal Aid projects, supervisory control is exercised by the Secretary of Commerce through the Bureau of Public Roads. This includes approval of projects before they are accepted on completion.

Federal Aid roads are those built with federal funds matched by state funds.

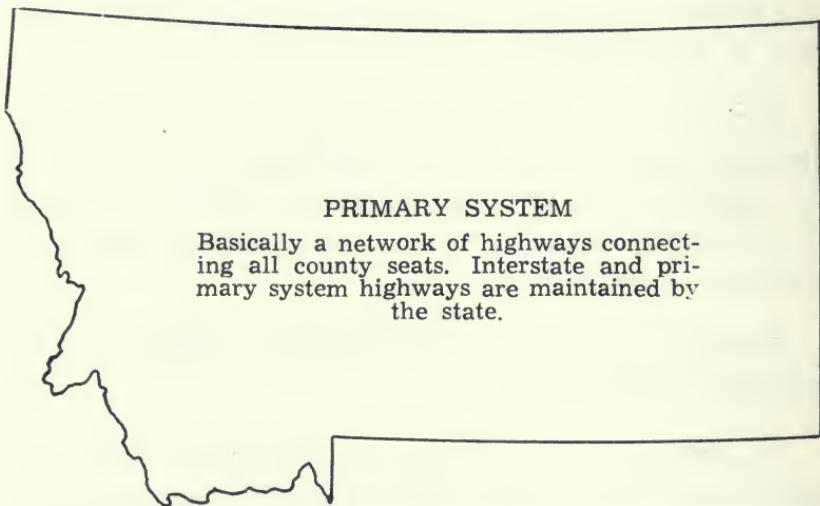
In addition to the foregoing, highways are built entirely with federal funds, such as those in national forests, national parks and on non-patented lands on Indian reservations. In some other instances, including railroad crossing separations, no state money is required.

Urban or municipal construction dovetails into the other Federal Aid systems.



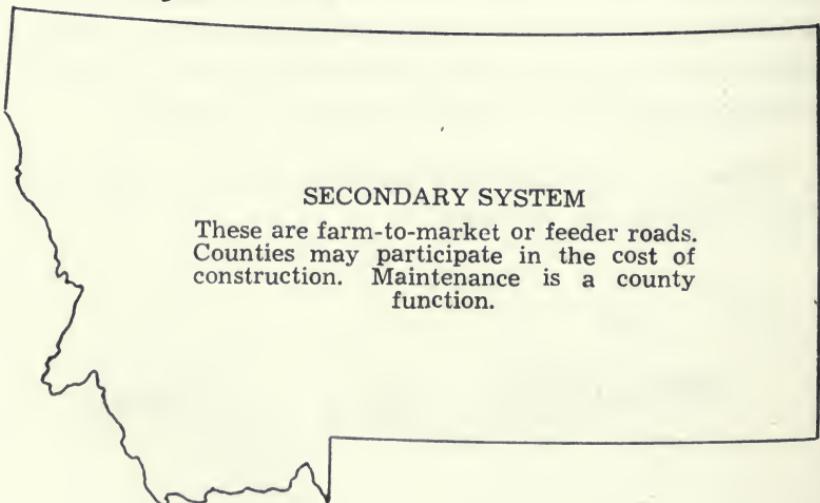


**INTERSTATE SYSTEM**  
This map shows Montana's  
interstate routes as presently  
designated.



**PRIMARY SYSTEM**

Basically a network of highways connect-  
ing all county seats. Interstate and pri-  
mary system highways are maintained by  
the state.



**SECONDARY SYSTEM**

These are farm-to-market or feeder roads.  
Counties may participate in the cost of  
construction. Maintenance is a county  
function.

# Federal Aid Highway Mileage Allocated to Montana

(As of December 31, 1957)

## Interstate

Rural, 1,188 miles  
Municipal, 48 miles  
Total, 1,236 miles

## Primary

Rural, 4,577 miles  
Municipal, 117 miles  
Total, 4,694 miles

## Secondary

Rural, 4,818 miles  
Municipal, 58 miles  
Total, 4,876 miles

**10,806 MILES**

total of all Federal Aid mileage in Montana.

Because of adjustments constantly in progress, Federal Aid mileage allocations have a tendency to fluctuate slightly.



# Percentages of Federal Aid Money and State Money In Montana's Highway Formula

The Federal Aid Highway Act of 1956 has set up the federal-state fund matching ratios presently applicable.

Particularly as to interstate highways, the matching ratios are more favorable to the states than formerly.

For each state the base formula is adjusted in conformity with certain factors.

## Montana's Matching Ratios

### Interstate Highways—

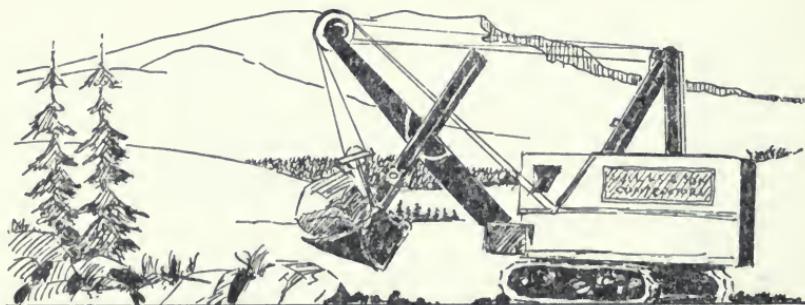
8.69 per cent state money

91.31 per cent federal money

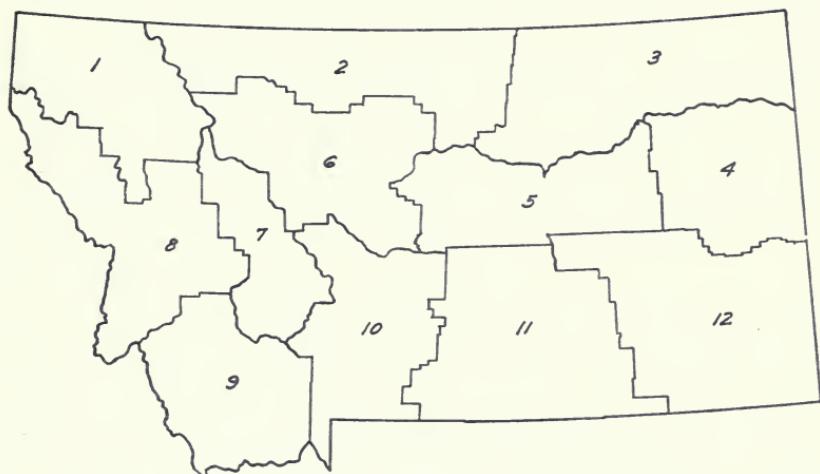
### Primary and Secondary Highways—

43.46 per cent state money

56.54 per cent federal money



# HIGHWAY FINANCIAL DISTRICTS



Montana is divided into 12 state highway financial districts.

As to the primary system, including interstate roads, state law requires that construction funds be allocated to each district in proportion to the uncompleted mileage in that district in relation to the uncompleted mileage in the state as a whole.

Secondary highway construction funds are also on a financial district basis, but in this category funds are distributed according to a four-factor formula: Rural population, land area, rural road mileage, and value of rural land.

## Counties In Financial Districts

District No. 1—Flathead, Lake, Lincoln.

District No. 2—Blaine, Glacier, Hill, Liberty, Toole.

District No. 3—Daniels, Phillips, Roosevelt, Sheridan, Valley.

District No. 4—Dawson, McCone, Prairie, Richland, Wibaux.

District No. 5—Fergus, Garfield, Petroleum.

District No. 6—Cascade, Chouteau, Judith Basin, Pondera, Teton.

District No. 7—Broadwater, Jefferson, Lewis and Clark.

District No. 8—Granite, Mineral, Missoula, Powell, Ravalli, Sanders.

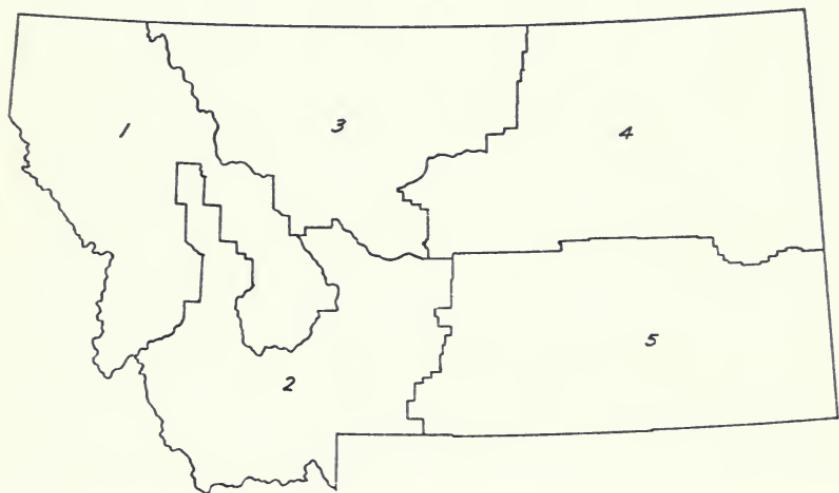
District No. 9—Beaverhead, Deer Lodge, Madison, Silver Bow.

District No. 10—Gallatin, Meagher, Park, Sweet Grass, Wheatland.

District No. 11—Big Horn, Carbon, Golden Valley, Musselshell, Stillwater, Treasure, Yellowstone.

District No. 12—Carter, Custer, Fallon, Powder River, Rosebud.

# HIGHWAY COMMISSIONER DISTRICTS



The State Highway Commission is composed of five commissioners, each being named from one of the five state highway commissioner districts.

The commissioners are appointed by the governor for four-year terms, subject to confirmation by the Senate.

Not more than three of the commissioners may be members of the same political party.

From its beginning in 1913, the State Highway Commission has had a varying number of members as the law has been amended from time to time—as many as twelve and as few as three.

Commission meetings are regularly held monthly in Helena. Delegations and individuals wishing to confer with the Commission may make appointments by communicating with the secretary.

# Counties In Commissioner Districts

District No. 1—Broadwater, Flathead, Granite, Jefferson, Lake, Lewis and Clark, Lincoln, Mineral, Missoula, Ravalli, Sanders.

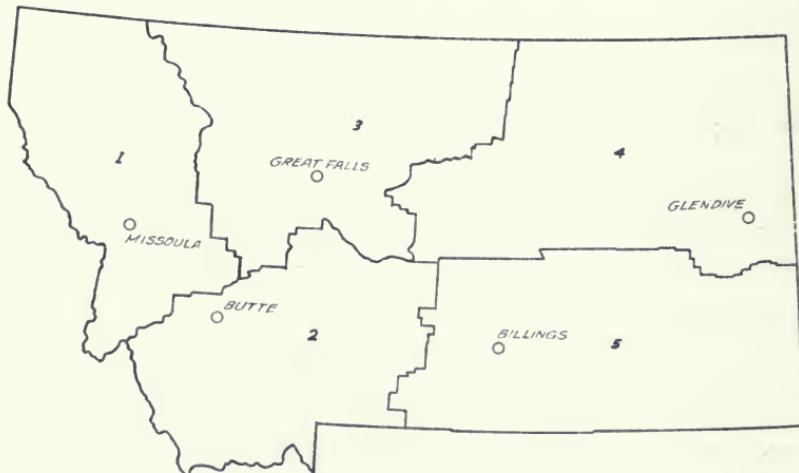
District No. 2—Beaverhead, Deer Lodge, Gallatin, Madison, Meagher, Park, Powell, Silver Bow, Sweet Grass, Wheatland.

District No. 3—Blaine, Cascade, Chouteau, Glacier, Hill, Judith Basin, Liberty, Pondera, Teton, Toole.

District No. 4—Daniels, Dawson, Fergus, Garfield, McCone, Phillips, Petroleum, Prairie, Richland, Roosevelt, Sheridan, Valley, Wibaux.

District No. 5—Big Horn, Carbon, Carter, Custer, Fallon, Golden Valley, Musselshell, Powder River, Rosebud, Stillwater, Treasure, Yellowstone.

## DISTRICT ENGINEER HEADQUARTERS



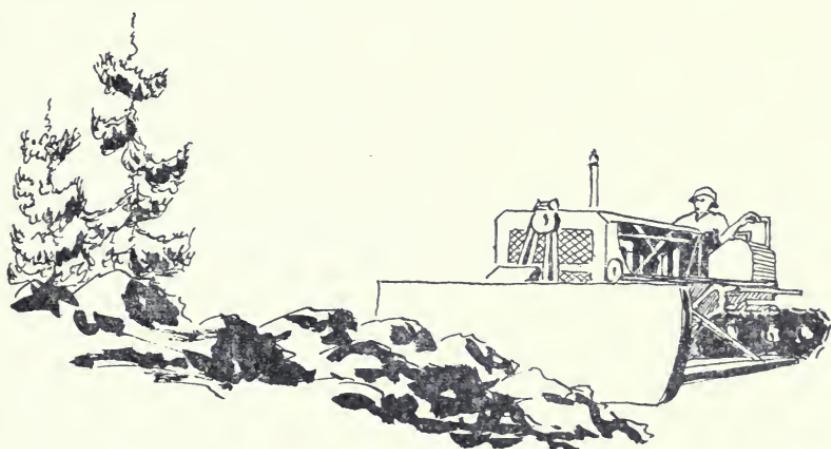
# How State Highways Are Financed

Functions of the State Highway Commission, including construction and maintenance of interstate and primary system roads, are financed through the state highway fund.

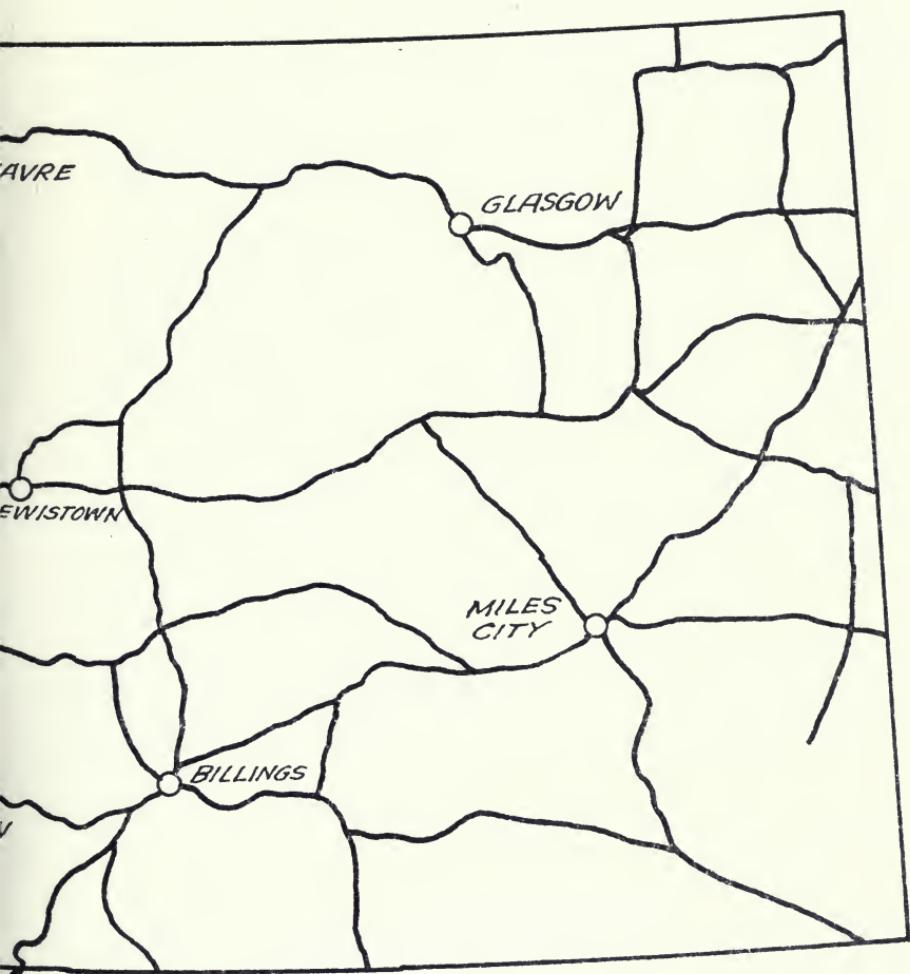
Except where counties, through bond issues or other revenue sources of their own, participate in matching Federal Aid funds, the state highway fund meets the full state matching requirements for building secondary highway system roads. Maintenance of secondary highways is a county obligation.

Incorporated cities and towns may also participate with their own funds in construction of Federal Aid projects within their corporate limits.

In addition to their income from their road and bridge levies, the counties receive the basic motor vehicle registration fees—the “license plate” money. However, on one occasion, in 1949, the Legislature assessed an additional \$3 annual fee for state highway maintenance, applicable for two years.







Montana's primary highway system, including 1,236 miles of interstate roads, totals 5,930 miles. In this total are 5,765 miles designated as rural, and 165 miles classified as urban or municipal.

## State Highway Fund Sources of Income

State tax sources from which the state highway fund derives its income are:

Fuel Tax—Gallonage levies on gasoline, diesel and other fuels used for propelling motor vehicles on public roads and streets. Collected by the State Board of Equalization.

Gross Vehicle Weight Tax—Graduated levies on trucks, buses and trailers. This tax is collected by the county treasurers. The counties retain 5 per cent.

New Car Tax—A levy on new vehicles provided for by the gross vehicle weight law and in lieu of property tax for the year in which the vehicle was purchased.

Caravan Tax—Collected by the Registrar of Motor Vehicles.

Special Permit Fees—For moving vehicles and equipment over highways and an additional assessment against overweight, oversize and overlength vehicles.

Federal Oil Royalty—The state highway fund receives part of the federal oil royalty collected in Montana.

# Maintaining Our Highways

When a constructed interstate or primary system project is accepted by the State Highway Commission and the Bureau of Public Roads, maintenance, conforming to Bureau requirements, becomes the responsibility of the State Highway Commission.

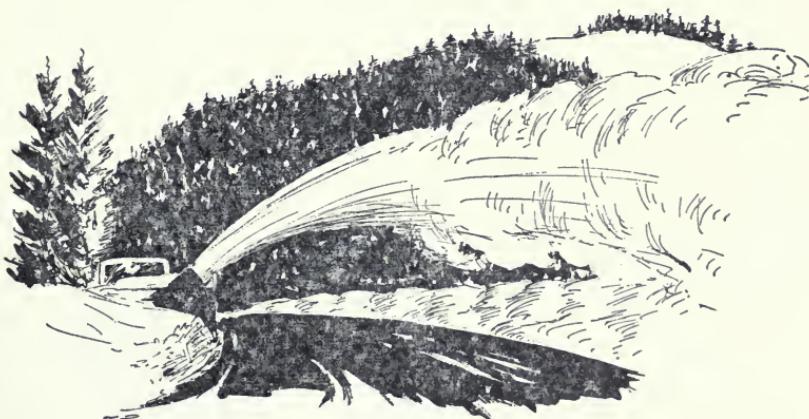
Maintenance is one of the biggest costs charged against the state highway fund. There is no federal participation.

Maintenance includes many factors. In summary, it is keeping the roads in good travel condition.

When a highway is plowed out after a snowstorm—that is maintenance.

When a road is sanded—that is maintenance.

Keeping our highways open for safe travel under winter conditions is expensive, but it is a service which the people of Montana have indicated that they overwhelmingly desire.





# The National System Of Interstate and Defense Highways

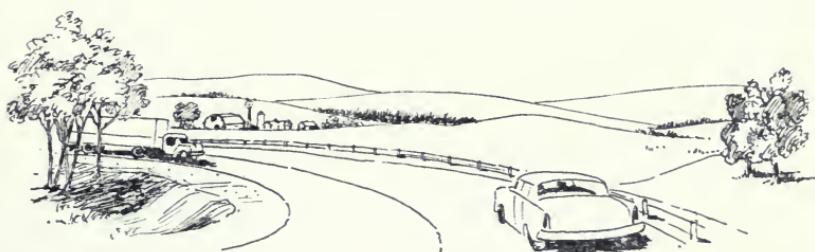
## What Is It?

The Federal Aid Highway Act of 1956 says:

“Interstate System—It is hereby declared to be essential to the national interest to provide for the early completion of the ‘National System of Interstate Highways,’ as authorized and designated in accordance with the Federal Aid Highway Act of 1944.

“It is the intent of Congress that the interstate system be completed as nearly as practicable over a 13-year period and that the entire system in all the states be brought to simultaneous completion.

“Because of the primary importance of national defense, the name of such system is hereby changed to the ‘National System of Interstate and Defense Highways.’”



## Interstate System Standards

*(All quotations in reference to the interstate system are from the Federal Aid Highway Act of 1956.)*

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What are the construction standards on the interstate system?

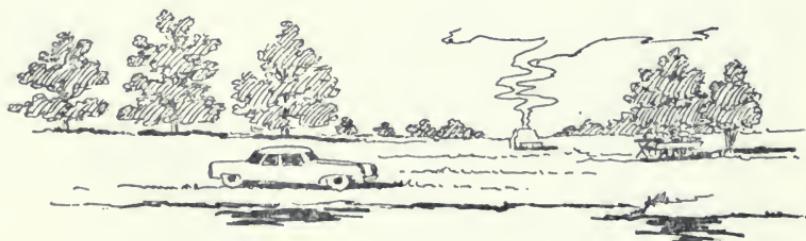
They "shall be adequate to accommodate the types and volumes of traffic forecast for the year 1975" and built according to designs "approved by the Secretary of Commerce in cooperation with the state highway departments."

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Is four-lane construction contemplated for all interstate system mileage in Montana?

No. Present planning in Montana contemplates an ultimate 436 miles of four-lane interstate construction. This is about one-third of Montana's total interstate mileage.

However, in anticipation of traffic requirements by 1975 and thereafter, in certain areas right-of-way is being acquired of sufficient width to meet future needs within the intent of federal law.



## Interstate Highway Location

What does federal law provide as to the location and routing of interstate roads?

It provides that "insofar as possible in consonance with" the objectives of the law, "existing highways located on an interstate route shall be used to the extent that such use is practicable, suitable and feasible, it being the intent that local needs, to the extent practicable, suitable and feasible, shall be given equal consideration with the needs of interstate commerce."

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Does this mean that, within the limits of the federal act, the Montana Highway Commission, in the routing of interstate roads, sympathetically considers local economic effects?

Yes. The policy of the State Highway Commission is to adjust routings so there will be as little interference as possible with farm and ranch operations, and also with the interests of business enterprises, towns and cities.

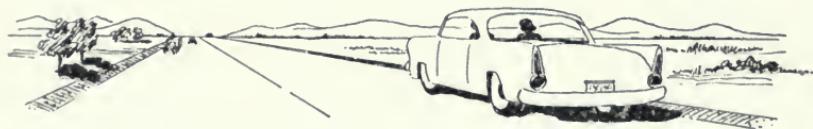


## Public Hearings

Does national law require public hearings on Federal Aid Highway locations?

"Any state highway department which submits plans for a Federal Aid highway project involving the bypassing of, or going through, any city, town, or village, either incorporated or unincorporated, shall certify to the Commissioner of Public Roads that it has had public hearings, or has afforded the opportunity for such hearings, and has considered the economic effects of such location."

Where interstate highway locations are involved, the Montana Highway Commission conducts hearings on its own initiative. The policy is to provide opportunity for hearing on all Federal Aid highways so that in each instance the effect of the proposed routing on local interests can be fully evaluated.



## Interstate Highway Access

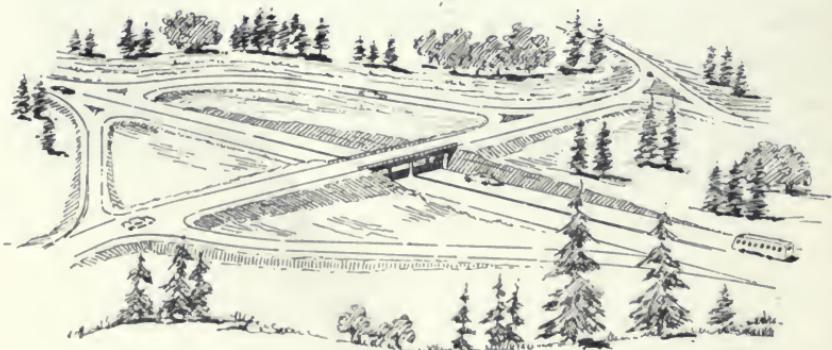
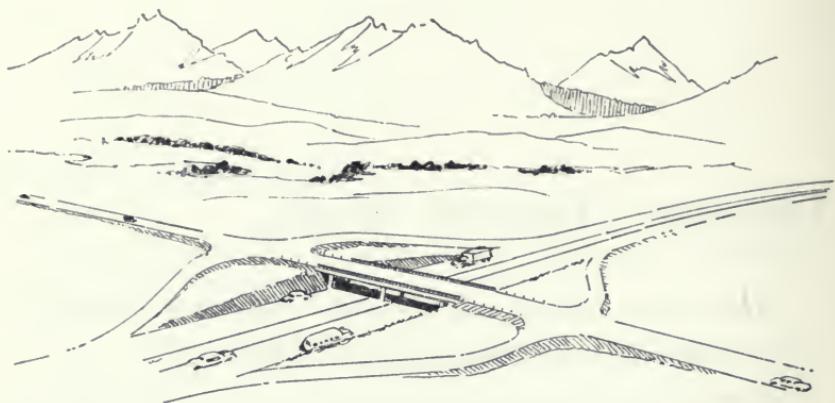
What does federal law provide regarding access to and egress from interstate system highways?

Briefly—and taking into consideration local needs—that access and egress be only at such designated points where traffic on the interstate road will be the least retarded and where accident hazard from access and egress can be most substantially reduced.

Montana's policy is to establish these access-egress points at as short intervals and as conveniently as possible consistent with safety.

Where the highway cuts through farm or ranch units, provision is made for underpasses or other connecting facilities where these are necessary to minimize interference with operation.

Where required by urban conditions and for connecting with other highways, interchanges will be built. These interchanges will be as simple in design as circumstances permit. At these points they will eliminate the "left turn" from the interstate highway and thus eliminate one of the chief causes of traffic accidents.



## Divided Traffic Lanes

Opposing traffic lanes are divided on four-lane interstate system highways.

They are separated by a median strip to prevent vehicles going in one direction from cutting over into a lane carrying vehicles in the opposite direction.

If you drive in one of these lanes, all traffic in that lane will be going in the same direction.

These lanes are adequately wide for safe passing.

Divided-lane highways, with access-egress control and interchanges, not only expedite the moving of traffic, but they save lives.

## Right-of-Way Acquisition

Right-of-way for highways in Montana is acquired through negotiation with the property owner or, if agreement cannot be reached, by asking the district court to settle the question.

Right-of-way acquisition is basically the function of the state highway department, but the Federal Aid Highway Act of 1956 provides that in the event of stalled negotiations with the landowner, the federal government, on request by the state highway department, will make the acquisition under federal statute.

The Federal Aid Highway Act of 1956 says:

"If the Secretary of Commerce has determined that such state is unable to acquire necessary lands or interests in lands, or is unable to acquire such lands or interests in lands with sufficient promptness," the Secretary is empowered to make such acquisition.

It is the policy of the Montana Highway Commission to avoid invoking federal authority in acquiring right-of-way.

## Local Service Facilities

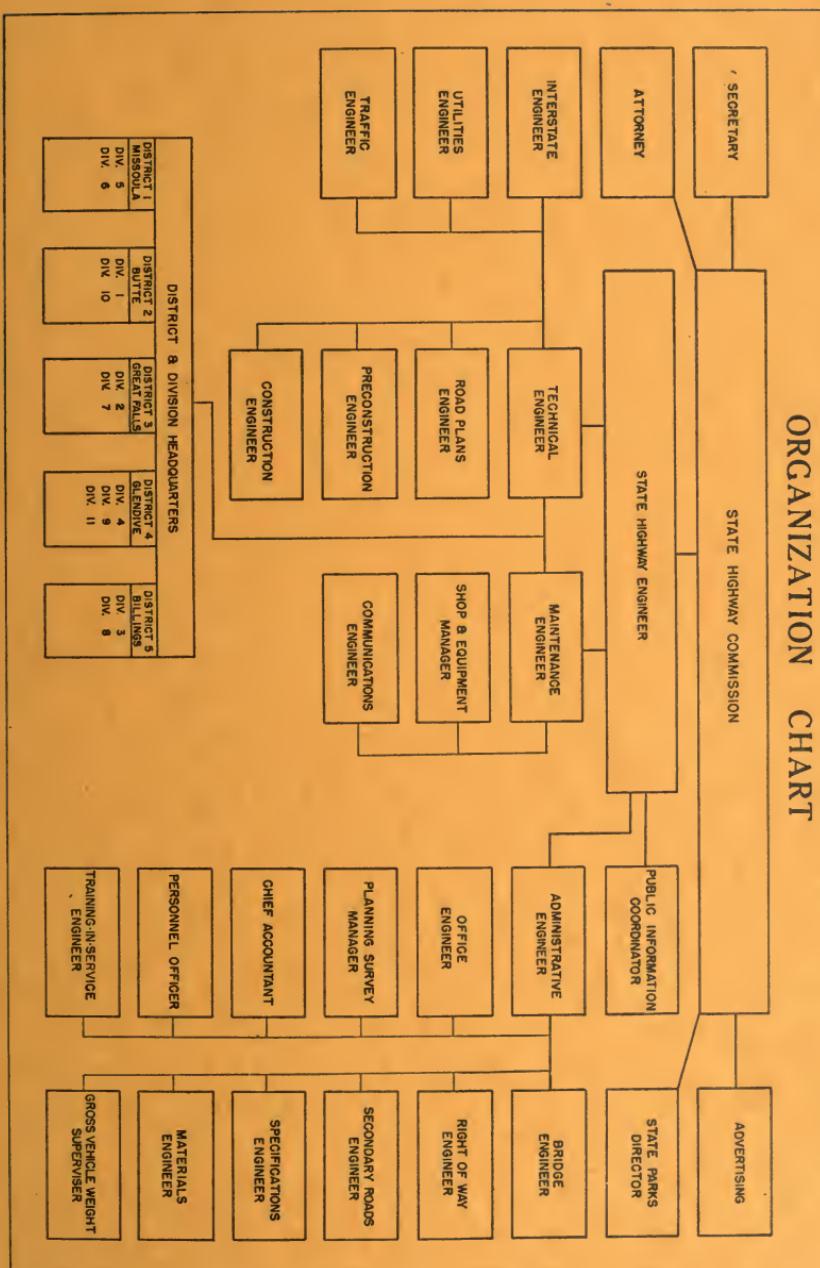
Where the routing of a state highway would separate one part of a farm or ranch operation from another so there would be no convenient access from one to the other, the highway department constructs such facilities as the needs of the operator require.

Where in anticipation of future right-of-way requirements the state purchases strips of farm land not presently needed for highway construction, the agreement may permit the seller to use the land pending utilization by the state.

Where residential or business property obstructs the right-of-way, cost of moving such buildings can be assumed by the state as part of the compensation.

Even after acquisition of buildings on a highway location, the policy of the State Highway Commission is to permit continued occupancy or use for a reasonable time, or until removal of the structures from the right-of-way becomes necessary.

# ORGANIZATION CHART





## HIGHWAY SAFETY

The State Highway Commissioners also comprise the State Highway Patrol Board. \* \* \* Thus are correlated the functions of engineering and building ever greater safety into Montana's roads \* \* \* and discouraging driving practices that endanger life and property. \* \* \* But all the safety that can be engineered and built into our highways is not enough \* \* \* unless we as drivers do our part. \* \* \* In final analysis \* \* \* only we who use the highways can make the highways safe.

